

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 1927

IN THE MATTER OF:

Served November 27, 1978

Application of EXECUTIVE LIMOUSINE)
SERVICE, INC., for a Certificate for)
Special Operations -- TWA)

Case No. AP-78-41

By application filed September 29, 1978, Executive Limousine Service, Inc. (Executive), seeks a certificate of public convenience and necessity to transport passengers, together with mail, express, and baggage in the same vehicle with passengers, between Dulles International Airport and Washington National Airport, on the one hand, and, on the other, points within the Washington Metropolitan Area Transit District, restricted to the transportation of Trans World Airlines (TWA) aircraft crews and their families and airline employees. A public hearing on this application was held on November 21, 1978.

Executive holds Certificate of Public Convenience and Necessity No. 18, authorizing, among other things, charter operations pursuant to contract with TWA between Dulles and National on the one hand, and, on the other, those points in the District of Columbia and Maryland located within the Metropolitan District, and special operations between Dulles and National, on the one hand, and, on the other, the Gramercy Inn and the Shoreham Americana Hotel in Washington, D. C., for TWA aircraft crews in vehicles with a seating capacity of 15 persons or less (including the driver). By Order No. 1855, served June 1, 1978, Executive was granted temporary authority to transport TWA aircraft crews and their families, and baggage, between Dulles, on the one hand, and, on the other, the Capitol Hilton, Washington, D. C., without restriction regarding its equipment.

During temporary authority operations, Executive has been providing an average of three trips a day between Dulles and Washington, D. C., and three trips a day between National and downtown Washington, D. C. The transportation has normally been furnished in van-type vehicles or limousines but there has been occasional need for use of Executive's 49-passenger GMC Coach. Executive operates sufficient equipment to meet the expected demand for service.

A projected revenue and expense statement was introduced at the hearing. Based on current tariff rates and on the movement of an average of 18 crew members a day, Executive projects an annual gross profit of only \$41. It offered testimony at the hearing, however, that the daily

number of passengers is expected to increase, and that the fixed expenses for its operations will not be significantly increased by the anticipated increase in the level of usage. Executive expects to file for a rate increase in the near future.

In support of the application a TWA pilot testified that cockpit crews which layover in Washington must arrange for their own transportation to and from local hotels. The hotels used by the airline crews have varied in the past and will continue to do so, requiring that Executive have sufficient authority to provide service as needed rather than being limited to just a few downtown hotels, according to the witness. He estimated that about six crews a day (consisting of three members each) will use the service to and from Dulles, with an additional need for service at National. Occasional usage by the aircraft crews' families is also anticipated to continue.

The Compact, Title II, Article XII, Section 4(b), provides that a certificate of public convenience and necessity shall be issued by the Commission if it finds ". . . that the applicant is fit, willing and able to perform such transportation properly and to conform to the provisions of the Act and the rules, regulations, and requirements of the Commission thereunder, and that such transportation is or will be required by the public convenience and necessity; otherwise, such application shall be denied."

The Commission finds that applicant has sustained its burden of proof regarding the matter of need for service. Existing permanent service provided by Executive is limited to two specific hotels, one of which is no longer able to accommodate the crews (see Order No. 1855, served June 1, 1978, and incorporated by reference herein) and a need for a broader service area has been established. The TWA witness expressed satisfaction with Executive's service in temporary authority operations between the airports and a third hotel. There has been no service provided to points in Maryland, and the evidence of record indicates no definite need for such operations in the future. Also, there was no evidence indicating a need for the transportation of mail and express. Executive's application sought authority between the airports and "points within the Metropolitan District," which will be limited to hotels and motels within the District of Columbia in accordance with the evidence of record. A revised certificate shall be issued incorporating existing special operations for TWA crews with the new grant of authority.

THEREFORE, IT IS ORDERED:

1. That Case No. AP-78-41 of Executive Limousine Service, Inc., is hereby granted as follows: To transport Trans World Airlines aircraft crews and their families, and airline employees, together with their baggage in the same vehicles with passengers, in special operations, over irregular routes, between Dulles International Airport, Chantilly, Va., and

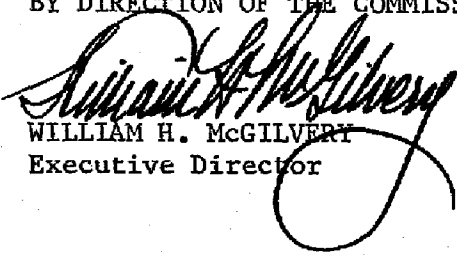
Washington National Airport, Gravelly Point, Va., on the one hand, and, on the other, hotels and motels located in the District of Columbia.

2. That Executive Limousine Service, Inc., is hereby directed to file two copies of an appropriate WMATC tariff in accordance with the authority granted herein, within 10 days from the date of service hereof, such tariff to be effective upon acceptance by the Executive Director.

3. That upon timely compliance with the requirement of paragraph 2 an appropriately revised Certificate of Public Convenience and Necessity No. 18 shall be reissued to Executive Limousine Service, Inc.

4. That in the event Executive Limousine Service, Inc., fails to comply with the directive set forth above within the said 10 days, or such further time as may be authorized by the Commission, the grant of authority made herein shall be considered as null and void and the application shall stand denied in its entirety effective upon expiration of the said compliance time.

BY DIRECTION OF THE COMMISSION:



WILLIAM H. MCGILVER
Executive Director

